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SUPPLEMENT TO REPORT NO. 25X1X

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The attached reports on industrial installations in the USSR are being sent to you for your retention in the belief that they may be of interest. The attached reports are as follows:

- a. Andreyeva Steel Plant at Taganrog
- b. Schichau Shipyard at Kaliningrad
- c. Azov Steel Plant at Zhdanov

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instruments de forage fabriqués, à l'organisation d'une exploitation rationnelle, aux réparations et à la fabrication d'avenir de nouveaux types;

- 3) à l'établissement du complexe des mesures techniques pour les années 1948-1950, ainsi qu'aux problèmes essentiels de recherches scientifiques dans le domaine du forage.
- 4) à la préparation des cadres,
- 5) à l'abaissement du prix de revient du forage et à l'élévation de sa rentabilité.

Aussi bien le rapport de l'Adjoint au Chef de la Direction Principale de l'extraction du pétrole, le camarade TAGIEV, que de nombreuses communications locales, concernant le bilan et l'expérience du travail, furent consacrés à la première question.

En 1947, dans le forage, une augmentation de percement de 1,5 fois par comparaison avec l'année 1946, a été obtenue, la vitesse commerciale dans le forage d'exploitation s'est élevée de 18 % et dans le forage de prospection de 2,3 % mensuellement pour une machine-outil; la durée du rendement a atteint 55,9 % (au lieu de 53,9 % en 1946); le nombre des puits recoupés par le sondage s'est considérablement accru; leur profondeur moyenne a augmenté d'environ 853 m (au lieu de 752 m en 1946). De nombreux puits profonds ont été forés (jusqu'à 3000-3500 m). La méthode du forage forcé (augmentation de la pression sur le trépan, élévation du nombre des tours de rotor, accélération de l'amenée du liquide de lavage, etc...) a été employée avec succès.

Mais, malgré l'augmentation du volume des travaux de forage et du nombre des puits mis en exploitation, le plan de forage de l'année 1947 ne fut pas réalisé par beaucoup de trusts et de sociétés. L'année dernière on a observé une dotation matérielle-technique insuffisante, inopportune et incomplète des forages, en ce qui concerne les genres principaux d'instruments, d'équipements et de matériaux. La construction des objectifs décisifs fut

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exécutés avec retard, par suite de la mauvaise circulation
des puits, dont le forage était terminé, furent allongés.

La conférence entendit avec intérêt la communication de l'ingénieur GAMBARDELL; les prospections pétrolifères de CHOUGOUROVSK au sujet d'une expérience heureuse de travail dans le trust de la Géologie de TARTARIE concernant la lutte contre le départ de la circulation. On réussit à établir que l'absorption ne se produit que dans les cas où la dissolution argileuse possède des qualités peu élevées, un poids spécifique et une filtration considérables, ainsi qu'une basse viscosité. L'emploi d'une dissolution argileuse, préparée avec de la soude calcinée ou caustique abaisse le poids spécifique jusqu'à 1,1, la viscosité jusqu'à 40-50 secondes et donne une filtration qui n'est pas supérieure à 200 cm³/seconde, ce qui, dans tous les cas, contribue à faire cesser l'absorption de la dissolution.

La communication du camarade GRIGORIAN (de la Direction Principale de l'extraction du pétrole), concernant le développement du forage par turbine, ne fut pas moins intéressante. Le poids spécifique du forage par turbine dans le volume du forage pendant l'année 1947 a considérablement augmenté et atteint les valeurs suivantes :

	année 1946	année 1947
MOLOTOVNEFT (pétrole de MOLOTOV)	69,0	75,5
BACHNEFT (pétrole BACHKIRIE)	1,8	39,2
KOUIBYCHEVNEFT (pétrole de KOUIBYCHEV)	43,0	57,0

Ceci a permis rapidement et relativement simplement de réaliser l'exécution des puits de direction inclinée.

La qualité des turboforeurs s'est améliorée. Le turboforeur actuel, sans examen, n'effectue pas moins de 10-11 battages, alors que l'ancien n'en effectuait pas plus de 1-2, après quoi il fallait changer les pièces.

Les coefficients du travail des trépan dans le forage par turbine dans la série "A" ont atteint dans le trust KRASNOKAMSKNEFT (pétrole de KRASNOKAMSK) les valeurs suivantes : vitesse moyenne mécanique - 2,39 m/heure, durée de battage - 7,25 heures, avancement pour un trépan-18,29 m.

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Attachment a to [REDACTED]

Mariupol - Asow Steel InstallationLayer: Mariupol - No. 7280/4Time of Report: June 1948 - August 1949Name of Installation: CONFIDENTIAL [REDACTED]

25X1X

The installation is called Asow-Steel-Mariupol. There is in Mariupol another steel industry known as Iljitsch-Steel.

Location of Installation:

The large Asow-Steel installation area is situated east of the city limits and is separated from the latter by a canal or river(?) (probably the Kalmius River), which opposite the installation empties into the Sea of Azov, thereby affording the advantage of bringing coal and raw materials by this waterway right into the installation compound. The south side of the installation borders directly upon the open waters of the Sea of Azov. The way to the installation, or the communication between city and installation is made, possibly by a massive bridge about 150 m. long built over the canal or river(?) already mentioned. The roadway leading over this massive stone bridge has an asphalt surface.

As to originators and development of the installation, the informant states that it is an old installation, in which Krupp is reported to have had an interest in its day. Of those parts of the installation which are now still in operation, 2 blast furnaces and the Thomas furnace date back to the time before the war. The new smokestacks, however, were dated 1946 and 1948. Inasmuch as considerable damage must have been done by the war, it is to be assumed, that since 1945 approx. 80% of all the buildings and parts of the installation have either been repaired or completely rebuilt. The new rolling installation is among the latter and its roadway (Walzstrasse) approx. 500 m. long. A similar rolling installation with identical ^{American} machinery has also been built in Tiflis, to which place a part of the mechanics, who had been working in Mariupol, had to be transferred when they had completed the rolling installation in Mariupol, December 1948. A third rolling installation, a similar installation in type and size, the machinery of which was also derived from American lend-lease deliveries (Lieferungen), will be presently set up in another place, the name of which the informant did not know. Work will be started presently on a tunnel,

which will connect the existing installation with a nearby transformer installation and which will probably be used for laying cables. The power installation, which was under construction until sometime during 1949, can now be pointed out as finished and completely in operation. The cable-battery installation was also completed in 1949.

The management of the installation is in the hands of a Russian chief-director whose name the informant has forgotten. Of course, the former had to face almost every month supervisory commissions which consisted partly of civilians and partly of the military. They came dressed in white clothes in the summertime. Only architects and engineers were employed on ^{the more} significant projects from the ranks of POW; in production, POW worked to a limited extent only as so-called "specialists" in one machine shop or another, or in the blast furnace installations.

The technical equipment of the installation the informants indicated as modern and in perfect condition, although it is possible that there would have been some sections dating back to the time before the war. The mechanical

4.

equipment of which might have to be characterized as reconditioned. Nevertheless, from this opinion, one in accord can be given, inasmuch as the informant is an expert who has had previous experience in similar type German installations. Thus, for instance, the heating of the power installation is adapted to coal, oil and gas, as the occasion demands, and can be accordingly switched from one to another or combined. The coal crushers (Kohlenmühlern) for heating with coal dust and the conveyor installation from coal bunker-boilerhouse were built with the assistance of POW since 1945.

The informant was unable to estimate the exact size of the installation compound, since during the time he was in the installation, he never entered the enclosed part of the area situated to the east in the rear. Nonetheless, he believes that the ^{whole} installation with its huge piles of metal shippings and adjacent installation should cover an area approx. 4 x 2 1/2 or 3 km. The area is, by and large, difficult to scan because of the great number of installations and the high piles of material.

The most important installations in the factory are:

- 1) Pier with workmen's Bit station; coal harbor; coal pile
- 2) Power installation; boilerhouse, turbine installation, transformer installation
- 3) Blast furnace; slag cooling basin
- 4) Switch yard
- 5) Foundry (Masseelgusserei)
- 6) Martin installation
- 7) Rolling installation
- 8) Coke installation
- 9) Miscellaneous installations

1) The pier, approx. $1\frac{1}{2}$ (1,2) km. long, separates the installation coal harbor from the river or canal bed which passes by the installation on the north and west. Rather small storage depots are used here for material storage, and for the storage of building materials, and for raw material storage which is brought in by ship. Rather small coal piles are to be found also on the pier, which brings up the question as to whether or not this coal is to used by the ships working for the installation. This pier has a

spur which branches out on the ^{west} end of the pier. At the beginning of the pier is the so-called "workmen's station," at which there is at times rather heavy traffic at the beginning or end of shifts. Trains run to building area 6, where a workmen's settlement is reportedly located. The coal harbor ^{approx. 100 m. wide} should also be mentioned between the pier and the installation area bordering it on the east. The shore of the installation facing the coal harbor is just one long pile of coal with cranes and side tracks. The large power installation and also the other installations of the steel plant requiring coal are supplied from this point. The harbor itself shows signs of very little activity; is a reminder of wartime, an old half-submerged tanker is still lying in the harbor without any concern having been shown meanwhile to raise it.

2) The Power Installation

a) The boilerhouse is a huge building approx. 80-100 m long, perhaps 30 m. wide and about 35 m. high, in which there are 5 furnaces of different sizes, which are to be located by the 5 cast-iron chimneys with artificial draughts on the side of the roof facing the west. One of the furnaces will be operated with the assistance

through the main entrance. This is large stone building which reportedly houses the switch installations.

2) A second, smaller power installation, with only 3 furnaces, is to be found a little north of the Martin installation, between the latter and the river (canal?). Both installations supply power conjointly not only to Asow-Steel but also to Mariupol and, at the same time, to a part of its industrial enterprises.

3) The blast furnaces, together with the large area belonging to this installation, is adjacent to the coal harbor and coal storage area, and is almost opposite the power installation. Both of the furnaces located fartherest to the south toward the shore of the Sea of Azov, and which are designated in the sketch as nos. 7 and 8, are older than the others and, at the time of the informant's arrival in Mariupol, were in full operation. Towards the north, the 3rd furnace, no. 9, on the sketch, is new, and has been in operation since February 1949, while on the other hand, the 4th furnace, no. 10 on the sketch, has not yet been put in operation, which is to take place in October, 1949. Informant

estimates the area ~~is~~ ^{is} approx. 20x20m., and believe that he can set the height at approx 35-40m. The preparation for laying is done by inclined chutes which are supplied with fuel, ore and limestone from the bunkers near the west side of the coal pile. Ore and coal arrive exclusively by rail. Between the various blast furnace installations, are to be found blowers (Wunderkitzer) and all the other equipment necessary for this operation. The area ^{on the east side} in front of the blast furnace installations affords space for a few workshops and the canteen. A rather large switch yard adjoins this area also on the east. A cooling basin for blast furnace slag has been built at the point where the tracks cross the road on an overpass, possibly 100m. wide.

A) The switch yard depicts of numerous tracks especially opposite the blast furnaces and power installation. This installation not only takes care of the supply of fuel to the blast furnaces and power installation, but also serves the blast furnaces insofar as

the forwarding of the iron structures are required for smelting. The heavy R.R. bridge already mentioned built over the road and which should be at least 100 m. wide, provides a crossing for a great number of tracks placed side by side, is supported by heavy props standing at 5 m. intervals from each other - about 25 in a row (estimate of bridge width was derived from this basis). The tracks are divided into 2 approaches, one for each direction. This bridge is said to have been built in 1933/35.

5) the (Masse) foundry, which produces small pig-iron bars, is situated east of the blast furnaces in a building approx. 120 x 30 m. Molten pig-iron is brought into the building in special funnel-shaped cars. The small bar-like forms are carried on 2 conveyers. Then the buckets are lifted by a crane from the cars and emptied into a container which in turn fills the forms riding on the conveyer. Part of the pig-iron is further processed in the oxidation and some of it is shipped to be worked on elsewhere.

6) The Martin Installation situated more to the northeast of the blast furnaces, is one of the largest installations in Asow-Steel. The informant estimates the building housing the Martin installation to be 350-400 m. long. However, the informant was unable to give any information as to the number of Martin furnaces housed under this roof. The Martin installation is easily recognized from the outside by its 4 chimneys of considerable height. Two of the bricked smokestacks standing toward the west are approx. 80 m. high, and both of the sheet-iron chimneys situated more to the east should be 120 m. high.

7) The rolling installation, with its rollway reportedly 500 m. long is the largest installation in the Asow-Steel compound. It is a modern installation equipped with American machinery and was finally completely finished in 1948. The informant believes that he noted a large furnace in the west wing of the rolling installation. Opposite this furnace, on the south side of the building, there are 2 bricked smokestacks, each, approx. 100 m. high.

3 other smokestacks are situated on the north side of the building, more towards the center. The actual hallway should begin here and extend east. The rolling installation is located quite a distance east of the blast furnace installations and south east of the Martin installation, which direction is accepted with the reservation, that the informant described the vast area as impossible to survey at times, and thus, to be sure, errors in location are possible.

D) The coke installation has been built since out of an old installation, which was apparently destroyed by the war. The coke installation is situated north or northeast of the Martin installation. With a length of 400-450m, it is one of the very large installations belonging to the steel plant. The length of the various batteries, 3 of which on the east are now in operation, while the one furthest to the west is still being built, was estimated by the informant to be sometimes approx. 100 m. The battery consists of 40-50 cells (Kammer). The section for administration occupies the center portion of the huge building, while to the right and left, on the east and west, it is adjoined by 2 batteries on each

side. The preparation of the coke batteries is completely automatic. The coal pile and bank of the cooling towers are located on the north side of the installation. Cranes, which remove the red-hot coke, move on the south side of the installation. The coke falls into special cars which are ready to roll into the cooling towers. The extinguished coke is forwarded by conveyor to the loading bunker on the north, from which the loading of coke into appropriate cars takes place. The large cooling installation south of the coke installation is also new and follows the latest technical methods.

9) Other Important Miscellaneous Installations

In the scope of the installation enumerated up to this point, only a fraction of the actually existing and planned buildings in this large installation compound has been considered. A large transformer installation could be mentioned in the eastern part of the compound, a little south of the rolling installation, and in the courtyard of which, formed by 2 side-wings, is located a transformer installation out in the open. The new tunnel shaft extends from here over into

the rolling installation, reportedly a shaft which is to be used later for laying cable lines. A large building might also be mentioned opposite and about 40 m. south of the west wing of the rolling installation. During the first half of 1949, workers were busy tearing up a part of the original heavy foundation and apparently replacing it with new. It is rumored that a forge is to be built here. Machine shops are to be found rather frequently about the extensive compound, as, for instance, on the road which leads into the remote part of the compound to the cast iron bar ^{foundry} (Masseles), the firehouse, east-southeast of the blast furnace installation, could be mentioned, and in its vicinity, the large main administration building, a 2 story stone structure. We have already called attention to the numerous piles of metal shavings, coke and other material situated between the blast furnace and the rolling installation on one hand, and between the rolling installation, coke installation or Martin installation, on the other.

As to production of the installation, the informant stated that chiefly the production of rails and iron bent into certain shapes (profilieren) were most outstanding. With the receipt of the Blumings and the large blocks of steel to be used for the production of malleable iron (profilieren), some of which is reported to have been delivered from outside, the production of actual steel plate was not noted by the informant. The Blumings were from 1-2-2 1/2 m. long, 40 cm. wide and 15 cm. thick. However, Blumings deviating from this size were also produced. These Blumings were rolled out 7 times. The elongated rail, still red-hot, is pressed against 5 circular saws which cut the iron in two in a matter of seconds. Then the remainder of the work is carried out step by step: the ends are milled, holes are bored, tempering is done electrically and finally the rails are piled up in 12 m. lengths outside the building. Very close to the rollers, are the machine shops in which all repairs on rollers and machinery are made.

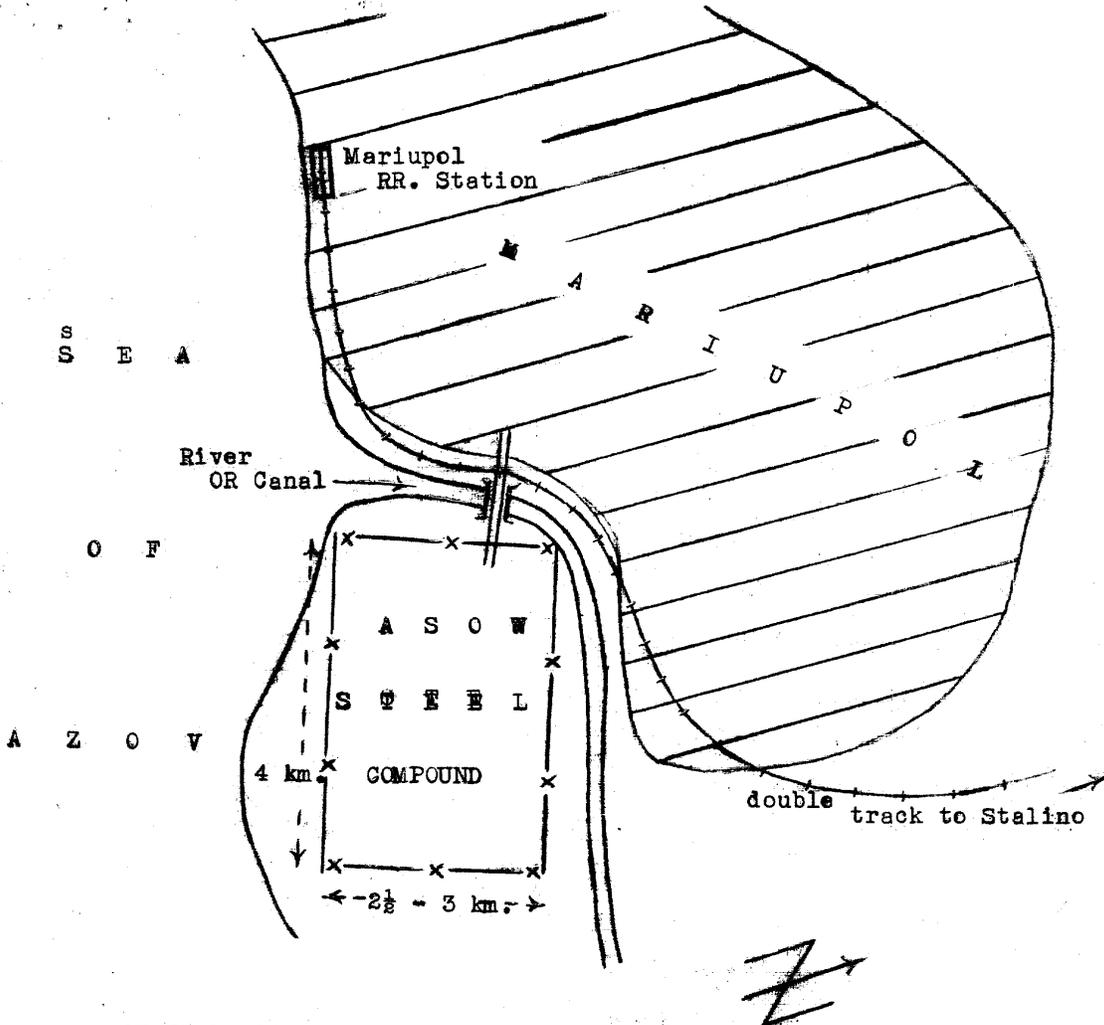
The rope installation represents an operation in itself aside from the other installations.

The installation, so far as the informant was able to see, produced more coke than the installation required for its own use, which coke was subsequently shipped by rail.

The informant estimates personnel for all 3 shifts, ^{to be} at least 12,000 - 15,000 men. This figure seems small when compared with the size of the compound, but it seems, on the other hand, somewhat conclusive in view of the already widely expanded mechanization, as, for instance, in the rolling installation.

A close network of tracks, which becomes a virtual R.R. yard near the blast furnaces extends over the entire compound. Connection is made with the main R.R. line, Marcial - Salino, apparently by the main spur in the eastern part of the compound. The informant was unable to give any further information concerning this spur. The installation consists of a rather large number of engines, apparently belonging to it, which are used for powering and shunting service.

The guarding of the numerous installations and large compound is incumbent on the installation guard. Its task is very much enlightened by the location of the installation which borders the open waters of the Sea of Azov on the south, and which extends to the canal (or river?) on the north and west sides. ^{as especially important installations} The Spalov installation and its branch operations (Zweigbetriebe) receive special guard. Guards are recruited, however, only from the ranks of the installation guard. In addition, Azov-Steel has a well trained fire brigade of its own.



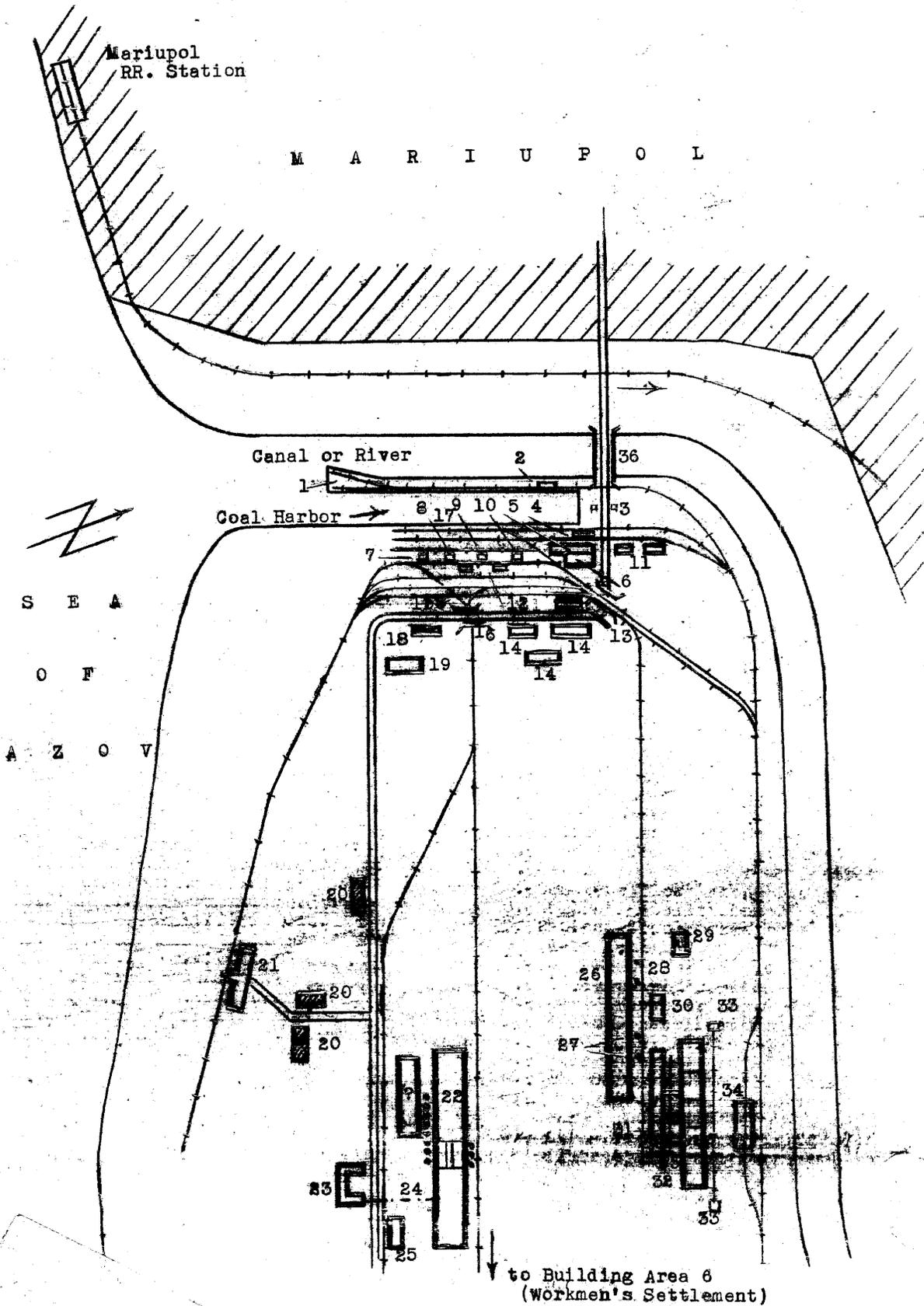
GENERAL LOCATION OF AZOV STEEL COMPOUND

LEGEND of Detailed Sketch

- | | |
|---|---|
| 1. End of pier with storage depots | 16. Road Overpass |
| 2. Workmen's RR. Station | 17. Coal Pile |
| 3. Guardhouse | 18. Firehouse |
| 4. Transformer Installation | 19. Administration |
| 5. Turbine Installation | 20. Machine Shops |
| 6. Boilerhouse | 21. Pig-iron Foundry |
| 7. Blast Furnace (in operation) | 22. Rolling Installation |
| 8. Blast Furnace (in operation) | 23. Transformer Installation |
| 9. Blast Furnace (in operation since February 1949) | 24. Cable from Transformer Instal. |
| 10. Blast Furnace under constr. (to be finished in Oct. 1949) | 25. Concrete Block Production |
| 11. Several Machine Shops | 26. Martin Installation |
| 12. Admin., Workshops, Canteen (several buildings) | 27. 2 sheet-iron Smokestacks (120 m. high) |
| 13. Basin for blast furnace slag | 28. 2 Smokestacks (80 m. high) |
| 14. Several Workshops & Storage Depots | 29. Steel Administration |
| 15. Switchyard | 30. Power Installation |
| | 31. Cooling Installation |
| | 32. Coke Installation |
| | 33. Extinguishing Towers |
| | 34. Coke Shipping Installation |
| | 35. Moving Cranes for removing Coke |
| | 36. Stone Bridge (approx. 150 m.) with asphalt road surface |

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ASOW STEEL INSTALLATION - MARIUPOL



Schichau Shipyards - Königsberg

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Camp: Königsberg - No. 7445/8 - Shipyard camp

Time of Report: October 1947 - March 1949

Name of Installation: The ship-building and repair installations in Königsberg are also called "Schichau-Werft" by the Russians.

Location of Schichau Shipyards - Königsberg in the Prussian Haff at the mouth of the Frage is presumed to be known. Likewise, exact plans as to construction and size of the shipyard must be known. Here, in the previous report, an effort was made to indicate by sketch each and every installation. There was made to describe the present state of production and to list those or close installations which were in operation in the spring of 1949.

As to the question about the development of the shipyards, ^{since 1945} the informant stated that, comparatively, very little of the entire installation was destroyed by war.

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On the other hand, unusually great damage was done by wind and irreparable destruction of various buildings - gaps were made which often could be closed afterwards only with great difficulty. Not until 1947 did they succeed, after extensive preparatory work, in putting the shipyard somewhat back in operation. Despite the fact that more than 2 years have elapsed since the beginning of operations in the spring of 1947, they have as yet succeeded in attaining only to a limited degree productivity as it was under German management. No Germans are employed in the repair work or work involving building equipment. When a rather large commission, led by a General, came to the shipyard in February 1949, there was much ado when the General noticed how German POW moved about freely inside of the shipyard compound. As a result of this, no POW was permitted to enter the shipyard for 2 days; then a barbed-wire fence ^{extending square} from dock I in the western part of the compound was erected, and thus a part of the machine shop was separated from the rest of the compound. Since February 1949, German POW were not permitted to set foot in this area. Very odd things happened as a result of this. ^{of German workers}

is one of the main shops, they manage their piece of work (Werkstück) work on an electric car or vehicle and draw over the main road of the installation with all speed to the barbed wire fence, behind which the German machine shops were situated, landed over the piece of work through an opening in the fence, waited until the work or it was finished and then drove back just as hurriedly to their workshop.

The management of the shipyard is under the control of a Russian whose name the informant has forgotten. Without question, he went about dressed in civilian clothes. He used to drive away in a BMW (Bayrisches Motoren Werk), 6 brand new BMWs ^{along with other PKWs} were also at the disposal of the shipyard management personnel. The informant does not believe that he noticed any specialists or scientists from Germany in the compound. On the other hand, German PW engineers were appointed to take part in important projects. Thus, German PW technical draftsmen and technicians went in and out of the office of engineers dressed in white shirts. These engineers and technicians went to Moscow as a reward, where they were shown the fruits of interest and when an attempt was made to win them over to the Russian way by

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result of the general breakdown in this area the repair work done on technical installations alone represents a chapter in itself. So it was, for instance, with the repairs made on the boiler installations belonging to the old power installation. The fires went out and the work, estimated to last several weeks, started. The work could not be stopped, of course, until it was finished. 3 months were allowed as time in which to complete repairs. However, even after that, there still appeared in installations a very considerable lack of necessary materials. Welding was usually done very carefully. Very often the places welded broke, or the center support of the automatic installation to take care of the boilers belonging to the new power installation broke in two. One whole winter long, POW and workmen forwarded coal in piles and sacks from bunk to bunk in a long line between carriers 2 and 4. Despite everything operations did not fall short, for installation personnel or POW worked in coal bunkers, provided with sorting-grates, belonging to both power installations. Their task was to crush with a heavy hammer the pieces of coal remaining on the grate. What did the Russians do to make the work easier? They simply destroyed several grate bars and thus made way for large pieces of coal to the conveyor.

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Approp. 6 P.M. the workmen were busy crushing
 & sweep gate. The coal came from Upper-
 Silesia. However, there is quite a time in
 getting coal delivered, which difficulty is
 reportedly connected with the presence of different
 railroad gauges inside and outside of the
 shipyard. The coal comes from Upper Silesia
 rolls up to the harbor. There it is loaded
 on 2 floating docks, which frequently lie idle,
 sometimes a 1000 tons to a dock and is
 then towed with ropes by hand past the
 shipyard to its farthest part to the west
 and unloaded again!! Then the storage area
 beginning there, coal is shoveled again into
 coal cars and taken to the places of consumption
 by the locomotive belonging to the installation.
 The introduction of the Russian railroad gauge
 seems to be the cause of considerable technical
 difficulties and expense. Concerning the care of
 in the maintenance of distant operational facilities,
 one more example will make a clear picture.
 The Quay has been badly filled with sand
 opposite the shipyard and still farther up
 the river since 1945. No work is being done
 whatsoever to dredge the channel. Thus
 ships frequently run aground and in order to
 get them afloat again a couple of tugs are
 brought in and with a yank the ship is
 on its way.

The most important shipyard installations in
Operatives:

The informant estimates, ^{250 as of} the total number of installations in the shipyard compound. The particulars given here are reduced, however, to a short description of the main sections which are now back in operation - with the belief that, in so doing, however an all-inclusive general view of the present state of production of the installations and of their efficiency can be given. The most important active installations are:

- 1) Foundry
- 2) Welding Shop
- 3) Large Assembly Shop
- 4) Forge
- 5) Power Installation in northwestern portion of shipyard
- 6) 2 Floating Docks
- 7) Launching Area
- 8) Installation No. 58 - before reactivation
- 9) Motor Section
- 10) Machine Shops
- 11) Power Installation with Associated Installation
- 12) Storage Depots and Open Storage Areas
- 13) Yard for locomotives, electric cars, railroad cars and so on

- 14) G.P.W. workshops
 15) Quarters for Naval and Installation Personnel.

The installations referred to under Nos. 1-11 are, for the most part, large shops, the length of which in most cases could exceed 200 m. The foundry building, the shop for assembling large parts of ships, the forge, and the machine shops are among the largest buildings.

1) The foundry is one of the largest buildings in the shipyard and is situated in the southeastern part of the compound. Its mechanical equipment is up-to-date. At present, its technical equipment is not utilized to capacity. All sorts of castings are made here which are required for naval repairs.

2) The welding shop is likewise in a modernly equipped building northwest of and adjacent to the foundry. It is one of the most essential sectors of the compound, inasmuch as there is frequently important welding work to be done in shipbuilding. Russian workmen who are employed in this place are not yet thoroughly familiar with this tools and welding procedure. Thus it happened in the spring of 1949 that

the more difficult pieces of work were loaded on electric cars in order to haul them over to Row through the boundary fence, so that the latter could finish the piece of work in the workshop assigned to them. Then it was taken back, a distance of approx. 2,5 km. Besides electric welding equipment, there are also numerous portable automatic (autogenic) welding tools at the disposal of the installation.

3) The large assembly shop creates just one impression from the magnanimity of the production which this building affords. The assembly shop is west of the foundry.

Crane and railroad enlighten in a great many ways the transportation of rather heavy pieces for repair. On the northeast side, this building has a large gate-like opening through which very large repaired sections can be loaded on special cars which have been made ready on the tracks which pass by the building. From this place, these finished pieces go down to the so-called launching area where the refitting of ships is completed.

4) The forge is adjacent to the assembly shop on the northwest; to reach it, the main road of the installation ^{first} has to be crossed which runs

parallel to the shoreline. The forge is equipped with huge and some very heavy hammers, the operation of which is maintained by the near-by power installation to the southwest.

5) The forge power installation, also indicated (as installation No. 27, supposes of 2 boilers and a turbine. However steam appears to be generated in this place to a greater extent for a number of workshops.

① Two floating docks have no fixed mooring-places. On occasion warrents, they are tied up first here and then there to the shore of the compound. Usually they are tied up over the two basins which extend rather far back into the shipyard compound and the shore of which have crane installations. However, according to the informant, both docks, which are about the same size, can only receive ships weighing not more than approx. 15,000 tons. The Russian actually sawed in two the very large Schickel dock installations in Königsberg and Danzig and towed each part away with 4 ocean-going tugboats. According to reports, they were put back together ^{again} in Kronstadt. The informant, who was still working at the time in Pskov, witnessed the towing-away of dock, Danzig I, in autumn 1946. Only smaller units could be

docked in Königsberg, and as they went to
 15,000 ton steamships, which were then towed
 to the Schickau shipyards for repairs. In
 this regard, it might be of interest to cite the
 5,000 ton steamer, "Vale" or the ocean-going steamer,
 "Wiesenstein," which received a direct hit in the
 Pillau harbor, and from which the bodies
 of the soldiers killed on board had to be
 removed by German POW before repairs
 could be started. Also the former merchant
 vessel, "Königsberg," belongs to the category of
 ships which dock at Schickau.

2) The area for launching new ships or those
brought for repairs is located in the very
northern part of the shipyard. Huge parts
 of ships, such as bow or stern, come loaded
 on special cars from the assembly shop to the
 launching area. The final ship assembly is
 made here, after the completion of which the
 ships are launched on special runners into
 the Dreckerhoff. For assembly, there
 are in the area provided for launching ^{about}
 4 or 5 special cranes which, ^{in the case of very heavy pieces,} collectively seize
 hold of the parts for assembly so as to align
 them properly.

8) The informant was unable to give the exact designation of installation No. 58. It was still being equipped with machinery at the time of the informant's departure in March 1949. Refurbishing was started in February 1949. The concrete foundations, which was there before, was torn out and replaced by a new and larger one. In the immediate vicinity of this shop, large machinery, apparently destined for this installation, was loaded on cars with the help of cranes and other technical equipment. The building is so large that an entire average-sized train can disappear and be switched to another track inside it without difficulty.

9) The Motor Section, which is known by the name installation No. 232, is southwest of installation 58, which has just been discussed. Electric motors and mechanical machinery are repaired here - a task which constitutes one of the most important branches of production in the shipyard. A few storerooms for spare parts and a canteen are to be found in the same building.

10) Machine Shops are scattered all over the shipyard. The most significant shops of this type are situated southwest of the boilerhouse,

which provides the forge near the launching installation with steam and power. Nautical machinery is preferably overhauled here.

The largest machine shop is designated as installation No. 50, which is located in the western half of the installation area. Huge Karussell lathes together with countless modern metal-working machinery are to be found in this building. Nautical shafts up to 1 1/2 m. in diameter were turned out here. The huge pieces were conveyed by cranes to the metal-working machinery. Other machine shops are to be found in the far western part of the shipyard, in that corner which was assigned to Gow following an inspection of the shipyards by a Russian General. In this corner, several large buildings, approx. 250 m. long and 40 m. wide, are to be found which have been equipped with work benches, and in which German Gow were working until March 1949 as lathe operators, welders, locksmiths, etc. These workshops, however, were not geared to production, but were used only for making numerous repairs on the shipyard's mechanical equipment. However, pieces of work on the production line were brought by Russian workers from various sections

to the POW, always ^{complete} at the time when the Russians were at a loss as to what should be done. Buildings No. 99, 100, 101 are to be indicated as machine shops. These shops were further improved during the war under German management and are provided with very modern equipment. Cranes and (Laufkatzen) facilitate the moving of heavy pieces of work inside the shops. Sometimes there are in these shops not less than 8 workbenches arranged in an "i" formation (Querreihe).

11) The Power Installation and associated Installation is in the southern part of the area designated for production. The power installation is divided into an old and a new installation. The old installation has 2 boilers and 1 turbine. The new installation has 4 boilers and 2 turbines. The new power installation was built in 1944 and is furnished according to modern standards. Usually only 2 boilers and 1 turbine of the new installation are in operation. When such is the case, the turbine belonging to the old power installation is continuously in use. Schichau has to supply Königsberg with part of its current, which city, according to the informant, can be supplied with only 50% of its ^{current} requirements by the city power installation.

in Paisen (located opposite the Scheibau
shipyard on the opposite bank of the Pregel
and both smokestacks of which billow
smoke every day), which very often results
in a continuous and periodic current
shortage. A coal pile, which has been brought
from Upper Silesia and on which approx.
3,000 to 4,000 tons of coal are always kept,
belongs to the old and new power installations.
The difficulty in transporting this coal to the
coal pile was pointed out previously.
The conveyor equipment for stoking is very
modern except for the drawback that it very
often breaks down and then POW have to
do the work by hand. The coal pile has
2 steamhoists which supply coal to the
grates of both bunkers for the old and new
power installation. From this place, coal
drops to conveyors which bring it to the place
where it is to be stoked. Switching and
transformer installations are situated
west of the power installation
compound, in a complex known as installation
No. 47, which is also equipped with an electrical
workshop for such repairs as are to be
made in the installation. On the engine
house of the old power installation there is
a water tower, which, during the war, was

fortified with an AA position, etc. which in case of necessity could be similarly used again. The old and new power installations have no smokestacks but are equipped with mechanical draft-type low chimneys instead.

12) Storage Depots and Open Storage Areas

As for material storage, we should mention first of all the fuel storage (probably also storage of oil for transformers) just north of the main entrance. It is a specially enclosed area which is guarded separately and the installations of which have been built above ground and some underground. An underground pipe line extends from this fuel storage area to the power installation. The material storage depots, installations no. 96, 97 and 98, are located in the southwestern part of the shipyard. Spare parts and everything needed to carry on shipyard operations is stored here in large, spacious buildings. Besides the large lumber yard, with its appropriate wood working installation, located in the center of the shipyard near the shore, is essential for shipbuilding.

13) Yard for Locomotives, Electric Cars, RR Cars, and Cranes

12 steam engines belonging to the installation and 4 cranes are switched to the place designated for them on a special track located in the narrow power installation area.

Repairs are made out on the open in this place. Locomotives can not leave the compound beyond a certain point because German standard gauge tracks are still being used in the shipyard.

Outside of the shipyard, a main spur runs along a dike through swampy terrain toward the city. At some distance away there is a transhipping point where all material destined for the shipyard must be reloaded. A second way in which material is brought into the shipyard is by transportation on wide gauge tracks to the harbor and from there reloaded on ships or floating docks and then towed to the appropriate unloading points in the shipyard. Of course, transshipment to cars must take place again here whenever the amounts of freight are comparatively large or heavy inasmuch as long distances ^{have} to be covered ^{often} in the shipyard compound between various installations. Of course, a part of this transportation is also achieved by tracks.

In connection with the effort to rebuild tracks (arguably Gleisumbau), difficulties are increasing apparently chiefly because of the changing of position of engines and cranes which move on these tracks. The numerous substituting very efficient battery-driven electric cars are in a building or in a

yard partly covered with a roof, ^{is} adjacent of and adjacent to the locomotive yard. In addition to the crane installation in almost every comparatively large workshop, a row of movable cranes, some of which are very powerful and most of which are electrically operated, is to be ^{found} on the pier. Thus, 3 cranes each having a 10-ton capacity are situated near the usual location of Dock I. A 50-ton crane is to be found north of the lumberyard. Other cranes, 6-8 in all, are stationed partly directly in the launching area and partly on the pier next to this installation.

14) PPW Workshops were put in operation in February 1949 after the ^{shipyard} workshops engaging in actual production were closed to PPW. As ^{already pointed out}, machine shops along with locksmith workshop, welding shop and forge are housed in these buildings. These workshops are used for the repairing of the shipyard's mechanical equipment and are not included in the production.

15) Quarters for Naval Personnel, which are usually barracks, are to be found for the most part in the immediate vicinity of the administration

building, forge and lumberyard. The Naval personnel of these ships, which have to be anchored in front of the Schickel shipyard for repairs, occupies quarters in these buildings. Lodging has been arranged in a careful manner within the German PW area for female drafters who work in the shipyard. For this purpose, large workshops located there are simply partitioned and furnished with sleeping quarters. The machinery in these buildings was just simply torn out.

10) The Shipyard Office of Engineers is southeast of the lumber yard in a rather large building built parallel to the shoreline. German PW engineers and technicians have been going in and out of this building for a long time, engaged in drafting and other office work, as was to be noted by their white shirts.

Concerning the Tönningberg Schickel Shipyard's Production, the informant noted that the installation is at present concerned only with making repairs.

Repairs are made exclusively on units belonging to the Russian Navy which has this shipyard as its repair base for its western Baltic Fleet.

The following type ships come in for repairs:

{ torpedo boats, minesweepers, E-boats, submarines

(very few, however) and merchant vessels which had been taken over by the Russian Navy. As to production out-put, 4 months are required to overhaul a torpedo boat flotilla consisting of 6 boats. ^{of course,} numerous former German ships also come into the shipyards in this manner. Usually only the individual parts requiring repairs are removed with the help of cranes. Very often repairs are made right on the ships. The places needing repairs are then marked with red chalk. When the work is finished, the repairs are checked by authorized Naval Personnel (Marinestellen). Slip-shod work, ^{as such,} could not be done on anything which could be judged from its outside appearance. More extensive repairs, however, were made on the dock. The production of whole parts of ships or the assembly of their ^{parts} takes place on the slip. Schichau Königsberg Shipyard, was unable to make repairs on rather large units such as cruisers. These units were overhauled by the the Pillau Shipyards, the installations of which are much smaller, but which has the necessary facilities (docks) for taking care of larger ships. In both Königsberg and Pillau almost all shipyards and harbor installations fell into the hands of the Russians undamaged.

In Pillau, combined training between Navy and Air Force takes place continually chiefly to give the Navy an opportunity to make firing adjustments on the naval AA guns and to train the personnel selected to man the guns. For this purpose, towed-skyline targets were flown almost daily behind airplanes, at which targets the naval guns were to fire.

The Shipyard Personnel was estimated at approx. 40,000 persons before the surrender in 1945, according to information given the informant in Königsberg. The informant estimated personnel in March 1949 at approx 6,000 persons; added to this, were the Russian convicts, the number of which at present should hardly exceed a thousand, who replaced the POW. A large part of the personnel consists of young female drafters, part of whom come from the Ural. They wear the same uniforms as the 13-15 year old boys, and who all said, ^{to have been} systematically trained there. They march to their meals in closed ranks and sing communistic battle song. Work is done ^{in 3 shifts} all of the most important installations in the shipyard. Many sections, among others installation no. 24 - Assembly, work only 16 or 8 hours according to the amount of work to be done.

The guarding of the shipyard is conceivably rather strict. However, until February 1949, German POW, after they were once admitted to the shipyard, were allowed to circulate unselected. The entire shipyard is enclosed partly by a wall, partly by picket fence and partly by barbed wire. The guards are able to maintain strict control by means of numerous towers which are built in the enclosure. Of course, important installations are placed under special guard, such as, for instance, the power installations, fuel storage area and the office of engineers. However, individual guards were posted in front of all of the other large buildings and everyone who wished to enter had to be identified by a special document. Guarding was handled in a very obstinate manner. For instance, if a special working detail consisting of numerous POW came up to such a guarded building and the guard did not have any special instructions ^{and this happened as a matter of fact,} then these POW had to wait 8 hours, to be permitted to remove a few planks from the installation in question. The protest of the officer in charge of the POW escort was not able to change the situation into the best.

State of Prussia - "Kriegsgefangene"
and Hermanns Dactory - Teganrog
(47°14' N, 38°59' E)

The informant was born in 1923 and is by profession a business employee. At the end of the war he was on duty in East Prussia as a fighter pilot. The informant is scrupulous in his description of working conditions during his internment. He avoids statements which might entail difficulties by reference to his lack of practical experience and direct insight into matters. He draws a very good sketch, but he seldom had the opportunity to go about over the entire compound, with the result that he limits himself to a representation of the most important sections only and of the more significant over-all constituents. The informant is opposed to Communism.

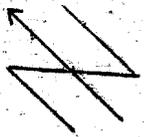
Camps, Length of Internment and Work Assignments

- 1) Informant was captured in Aug. 1944 on the East Prussia - Lithuanian border.
- 2) Camp Wilna - No. 195/1 Aug. 1944 - April 1947. The camp complement averaged 3,600 in 1944. It averaged 2,800 in 1945, and

2,400 in 1946. The complement was to be given for the beginning of 1947. The number of officers (all subaltern-officers with the exception of 4 staff-officers) was approx. 70 who remained in this camp until the informant's departure. Lodging was provided in a former prison at the southeast city spit, on the bank of the Wilja river. Work was assigned at the following places: Water-supply depot for the civilian population, debris-removal details and construction of living quarters for the Army Commandatura, furniture factory, automobile factory, construction of airplane factory, power installation, waterworks and (K. K. K.).

3) Camp Zwocherkacek -- No. 7182/21
 Apr. 1947 - May 1948. Camp complement approx. 600. The camp came under Army jurisdiction (see later - Installation and work assignment). There were about 30 subaltern officers. Lodging was in bunkers built in the ground, approx. 3 km. northwest of the center of the city in the city limits. GSW were assigned the construction of a concrete bridge ("Tuslawski Most") 220 m. long over a tributary (approx. 50 m. wide) of the river for the Zwocherkacek --

Ostsee



Königsberg
Ostsee

Anlagen der
Schichau-Werft

nur eingezeichnet die im
März 1949 in Betrieb befindlichen Hallen

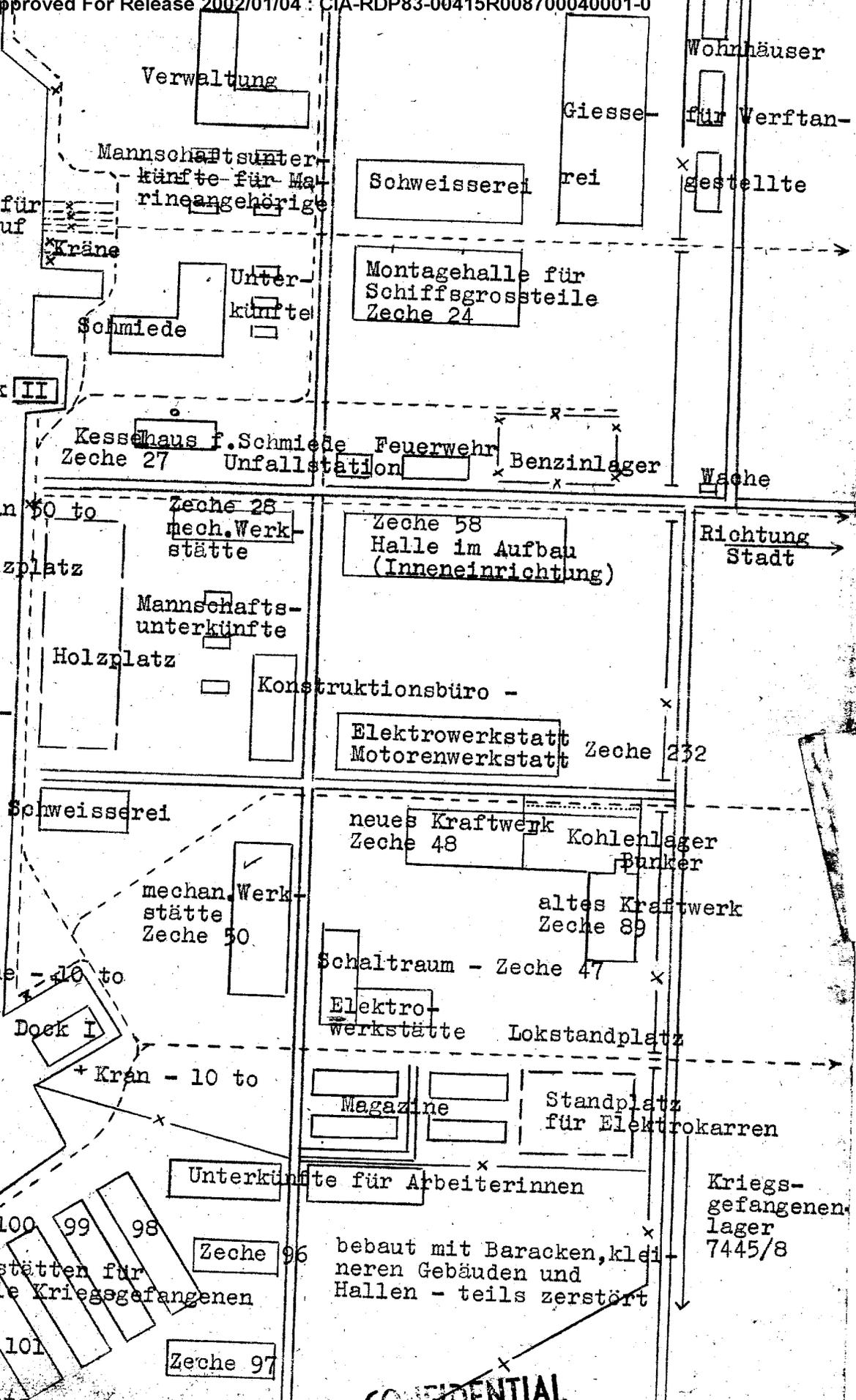
Ostsee

2 Kräne - 10 to

Ostsee



Lagerplatz für Kohle



Wohnhäuser
für Werftangestellte

Richtung Stadt

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Rostov road (it could also be a bridge for a confluence of the Don). The bridge, resting on concrete supports, extends over a wide flood-area. The bridge is 40 m. wide! One half of the bridge is for road traffic and the other half for street car traffic. The approaches to both ends of the bridge are wide, with a road and a railroad-overpass. The whole length of the installation is approx. 1,6 km. The informant learned from POW who were working here until the middle of 1949 that the bridge is finished except for a few minor details connected with the laying of street car tracks.

H) Camp Rostov - No. 7182 / Pickett Camp - branch camp of no. 3 - May 1948 - Oct. 1948. Camp complement was about 300, consisting approx. of 260 Hungarians (!) and 60 Germans. Lodging was provided in barracks. The camp was completely torn down in Oct. 1948. The camp is on the Rostov-Novocherkassk road, about 12 km. from the Rostov city limits. The road, 16 m. wide, with an asphalt-concrete surface was finished in June 1948.

5) Camp Rostov - 7132/18 - Oct. 1948 - Dec. 1948. 1948.
 Camp complement was approx. 600. Lodging
 was provided in barracks. The camp is
 located on the northern edge of the city. POW
 were assigned work in the following places:
 construction of RMC factory, construction
 of permanent barracks for Red Army
 and loading lumber. The camp was
 inactivated.

6) Camp Taganrog - No. 7475/16 - Jan. 1949 - Oct. 1949.
 Camp complement was approx. 500 men, including
 approx. 50 officers. Lodging was in stone
 barracks outside the northern city limits
 on the main road to Rostov and opposite
 the steel mill. Next to it was a workers'
 settlement. Work assignments were - steel
 mill (part of the time ^{working} in production), Stalin
 factory (repaired tractors). Camp will not
 be inactivated.

7) Released from Taganrog - No. 7475/16 on
 8 Oct. 1949.

No. 258/3

Steel and Rolling Mill "Andreeva"
and Mannesmann Factory - Taganrog

Camp Taganrog - No. 7475/16

Time of Report - Jan. 1949 - Oct. 1949

Name of Install.

The installation is known by the name, "Sawed Andreeva". The Mannesmann pipe factory, which shares in the use of the Andreeva machine installations, is part of the Andreeva steel mill and is located about 1 km. north of it.

Location of Installation -

The Andreeva installation is situated on the northeast edge of Taganrog, and its southeast side almost touches the Sea of Azov. The road to Rostov passes directly by the workers' settlement which belongs to the installation and is located northwest of it.

As to the development of the steel mill and the Mannesmann installation, the repatriate

The steel mill is a rather old
 installation, probably dating back to the
 time of the First World War or earlier.
 The Marnesmarx installation is newer
 and was built by German engineers
 in 1935. Only a small part of the steel
 mill has been destroyed as a result of the
 war (the informant believes the same is
 true in the case of the Marnesmarx install),
 however, it is possible that the informant
 could be mistaken since he did not arrive
 until 1949 and damages had certainly been
 repaired by that time. However, there was
 very little evidence of any building activity
 in relation to main installations. On the
 other hand, a new shop is reported to have
 been built in Marnesmarx since 1945, but
 not to have been put in operation.

The informant estimates the size of the steel mill
 compound at $1\frac{1}{2} \times 2$ km, and $1 \times 6, 8$ km as the
 size of the Marnesmarx installation. The
 steel mill compound becomes smaller in size
 towards the northeast. There is adequate
 space in both compounds for ^{building} expansion.

Management of the Arbreva Steel Mill is
 directed by a Russian civilian. The informant

Seldom in Communist or the European
States, the installation has some kind of
commission of its own which make frequent
inspections of building and production.
The fact is significant, that, in Sept. 1949,
30 German engineers and technicians arrived
in Taganrog. They came with their families
and, as developed from the conversation
between the informant and one of the new-arrivals,
they had signed a contract to work for 3 years.
The man under contract did not give any
information as to their future work. German
specialists were promised high wages, good
living conditions and many other advantages.
They were permitted to take along all of their
possessions. Each specialist had a
railroad car for himself and his family. They
might be assigned to work in the following
installations: Steel mill (including Mannesmann),
Stalin Factory (reapers and threshers), and
the airplane factory. Below are the various
types of planes in the order of their priority
in the airplane factory, in which up
until now, according to observations of
planes in the air made by the informant,
{ IL-IV planes (or improved type) - ground

{ attack airplane, and SP-II airplanes -
 high-altitude reconnaissance airplanes,
 and bombers have been produced.

{ Technical equipment of the steel mill has
 been succeeded by German specialists as out of
 date and about 50 years behind the times.
 Some of the heaviest work has to be done by
 hand. Of course, the administration of the
 installation is trying to bring about the institution of
 technical improvements. Thus, for instance,
 in regard to the production of steel plates
 (rolling mill) - new rolling ribbons will be
 installed, lifting devices (cranes) will be set up,
 to facilitate the carrying of heavy plates from one
 place to another. The Mannesmann installation
 belonging to the Andruva Institute, and which
 was equipped this year with German machinery
 is more up-to-date. There is a tremendous
 amount of activity going on in the installation.
 The informant described the situation as
 "under heavy bombardment" with all concomitant
 phenomena.

The informant points out the following as the most important installations:

1) Martin Installation I and II with 12 furnaces in all, as far as the informant could remember. Martin installation II is attached on the south to both the large rolling mill shops and the so-called "Bandagen" section. Martin installation II is situated a little farther to the east toward the coast.

2) The steel-working sections are the rolling mill for sheets and plates and the so-called "Bandagen" section which produces wheel rims for railroad engines and cars.

3) The nasut installation has to provide all of the Martin installations with fuel oil. The amount of fuel oil taken every day from these underground installations is equivalent to the amount contained in 40 tank cars. Only the pump installation, to empty tank cars and to pump the oil into the Martin installations, is visible above ground.

4) The power installation we find in the southwestern part of the compound between both entrances. The informant did not

amount of current generated. Another modern power installation is located at the northern edge of the city.

As to production of the Andrievna Steel Mill, the informant stated that production was chiefly concerned with sheets and plates. They are produced with a thickness of 5-20 mm. When the 2cm. plates leave the rollers, they are 6m. long and 1,70 m. wide. They are cut into the necessary sizes by the shears next to the rollers. A tin-producing section is also attached to the installation. Some of these sheets of tin are made on the spot into household articles, such as, pails, bath tubs, etc. The Mannesmann installation, as far as the informant knew, produced chiefly 1 and 3 inch pipe. The informant did not see the production of any iron twisted into various shapes (Profile steel), or rails.

A network of tracks branching off to the right traverses the whole compound and connects the most important sections with each other. 2 sets of tracks provide a harmonious means of carrying out the transportation of crude

Installation. Old iron and pig iron are used as raw materials which [redacted] both mortar installations.

On all shifts, the information [redacted] personnel at approx. 30,000. Work is done in 3 shifts, sometimes 8 hours each.

The installation is guarded by army guards. The rather strictly guarded installation is surrounded by a concrete wall which is about 3, 50 m. high. Wooden towers and entry posts along the wall should simplify the task of guarding the installation.

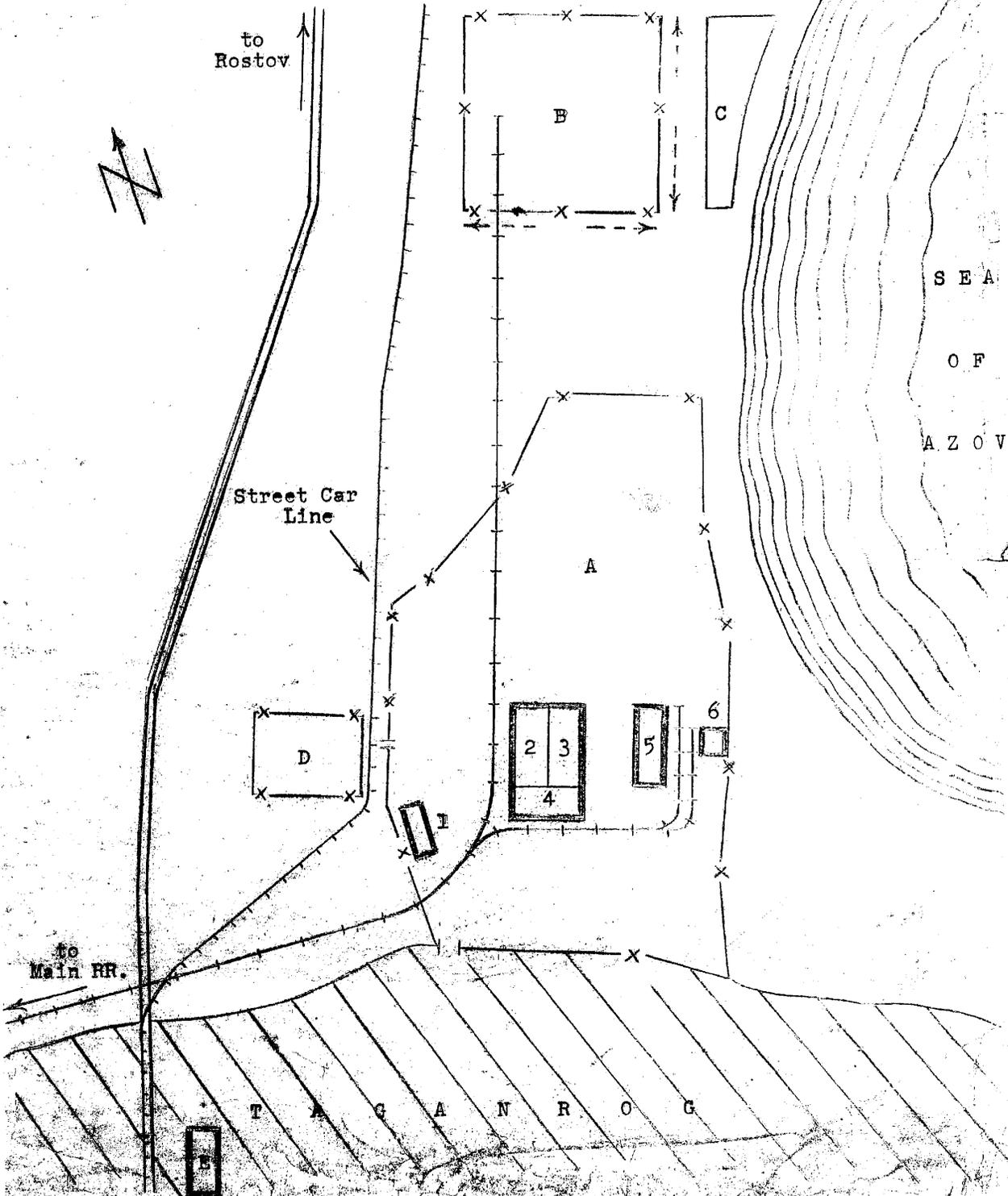
L E G E N D

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A. "ANDREWA" Steel and Rolling Mill Compound

- 1. Power Installation
- 2. "Bandagen" Section
- 3. Rolling Mill
- 4. Martin Installation I
- 5. Martin Installation II
- 6. Masut Installation

- B. Mannesmann Installation
- C. Workers' Settlement
- D. PW Camp No. 7475/16
- E. Power Installation



"ANDREWA" STEEL AND ROLLING MILL AND MANNESMANN INSTALLATION - TAGANROG

25X1C

Secret/Control U.S. Officials Only

CENTRAL INTELLIGENCE AGENCY

25X1A
[REDACTED]

- 2 -

126 tons of tobacco, 30 tons of skins, 43 tons of aniline dyes, 91 tons of linen rags, and 5 tons of silk waste.

4. Following is the cargo brought to Stockholm from Leningrad on the Ship SESTRORETSK, Morflot, Leningrad, when it docked on 25 May:

<u>Item</u>	<u>Pieces</u>	<u>Kilos</u>	<u>Contents</u>	<u>Consignee</u>
1	2,000 strips	101,416	Paraffin wax	Johnson, Malmö
2	60 boxes	4,620	Cameras	O. Linnerstrand (for Cooperative Assn.)
3	1 box	29	Caviar	AB Olson & Wright
4	4 barrels	66	Caviar	" "
5	4 barrels	4,537	Intestines	Nord. Transport & Spedition
6	49 crates	73,500	Automobiles	Svenska Handelsbanken (for Sven du Rietz)

25X1A

[REDACTED] Comment

Suspected of supporting the Swedish Communist Party with cutbacks from his commissions from importing Soviet cameras.